

WEATHER FORECAST:
Unsettled and colder tonight.
Full Report on Page Fourteen.

The Washington Times

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WASHINGTON, FRIDAY EVENING, JANUARY 30, 1914.

PRICE ONE CENT.

STEAMER SINKS OFF COBB ISLAND; 44 DROWN SHIPS SUMMONED BY WIRELESS SAVE REST

TONIGHT WILL
SEE BLAZE OF
WHITE LIGHT
ON THE AVENUE

New Lamps From the Treasury
to Peace Monument Will
Make Thoroughfare One of
the World's Brightest.

City Officials, in Automobiles,
Will Watch Inauguration of
the Improved System at
7:30 o'clock.

At 7:30 o'clock tonight, Pennsylvania
avenue, from First street northwest
to Fifteenth street, will become one of
the best lighted thoroughfares in the
world. At that hour, the scores of new
1,500 candle power arc lights will be
turned on.

There will be no ceremonial in con-
nection with the inauguration of the
new lights, but Electrical Engineer
Walter C. Allen, and other men instru-
mental in the installation, will be on
the Avenue when the switch is made
from the old to the new lights. It
is probable that the Commissioners also
will be on the Avenue. For a few sec-
onds the Avenue will be dark when the
change is made, lending impressiveness
to the inauguration of the new
system.

Merchants Win Campaign.
The lighting installation to be es-
tablished tonight, marks the success of
the efforts of the lighting committee
of the Retail Merchants' Association
to have better lighting in the business
district. Isaac Gans, chairman of this
committee, has conducted a long cam-
paign for better lights, and the organ-
ization has worked in co-operation with
the Electrical Department to this end.
The new lights are of novel design.
The posts were designed by the archi-
tectural firm of Hornblower & Mar-
shall. The lamp is the product of C. A.
H. Halvorson, designing engineer of
the General Electric Company. The
lamp is enclosed within a glass globe.
The lamps will maintain their 1,500-
candle power brilliancy as long as
used, because the arc of the arc
type. Filament lamp burn dim as the
filament is exhausted.
The old lamps are connected in
groups and controlled by ten switches.
The new ones are controlled by two
switches at the power station at Four-
teenth and B streets northwest.
The new lights were given a last-
minute test this afternoon and their
brilliance is attested by the fact that they
outshine the bright daylight.

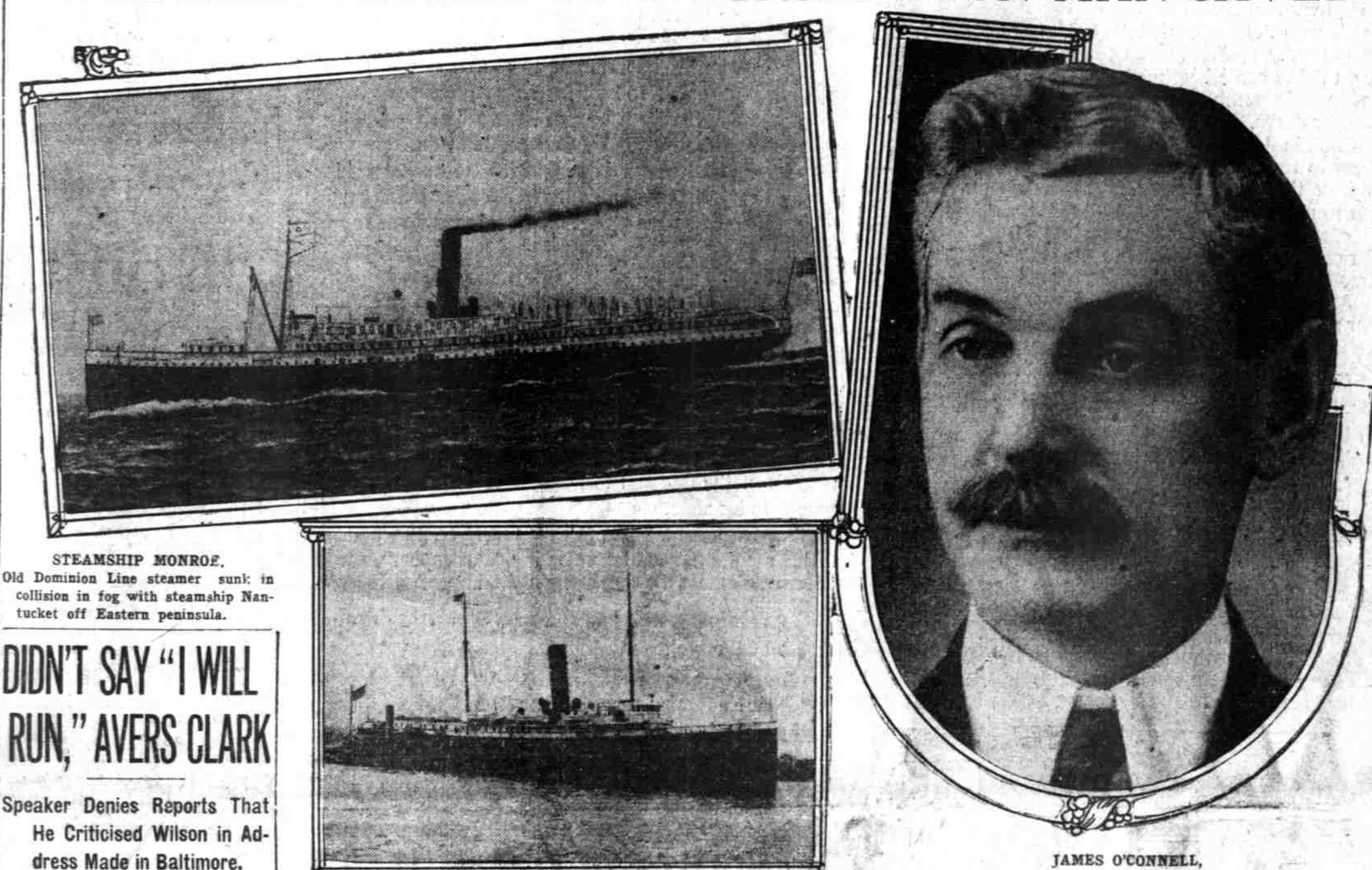
Lamps Have No Glare.
Even the glass in the new lamps is
of special design. It diffuses the light
to such an extent that there is no glare,
and, after looking directly at the light,
a person can read fine print without
effort.

The lights are sufficiently powerful
to illumine buildings on either side
of the Avenue and make the archi-
tectural features of the big structures
stand out. The globes are in segment
design so large that it was not econom-
ical to blow them in one piece. The
lamps throw no shadow, because of the
quality of the glass and its diffusing
power.
After 1 o'clock each night half the
new lamps will be extinguished. The
half that will remain burning will give
more light than the present arc lamps.
The cost of the new lighting system
will be comparatively low, much lower
than the cost in other cities. It will ap-
proximate \$2 a foot each year.

Those Who Will See Change.
Electrical Engineer Allen will be
in Pennsylvania avenue in an auto-
mobile when the change is made. He
will have with him Mr. Halvorson, E.
C. Faught, Baltimore representative
of the General Electric Company; S.
D. Gilbert, of the Electric Light and
Power Company; Earl Wheeler, local rep-
resentative; Albert R. Harrison, who
with Mr. Marshall designed the post;
Capt. J. L. Schley, of the Public
Utilities Commission; J. Schumaker,
of the Union Foundry, Anniston, Ala.,
that cast the posts, and Capt. L. J.
Sinclair, Treasurer Marlow, and
Superintendent of Lamps R. B. Pat-
erson, of the Potomac Electric Light
and Power Company.
Though the lamps may appear ex-
travagant, said Mr. Allen, they are an
economy, considering the amount of
light given.

"New York and Florida Special."
27th season of finest train operated to
Florida, Cuba, south, Atlantic Coast
line, 6:25 p. m. daily 3 other lds. trains
daily. Office, 1408 New York ave. n. w.—
Advt.

WRECKED VESSELS AND WASHINGTON MAN SAVED



STEAMSHIP MONROE.
Old Dominion Line steamer sunk in
collision in fog with steamer Nan-
tucket off Eastern peninsula.

DIDN'T SAY "I WILL
RUN," AVERS CLARK

Speaker Denies Reports That
He Criticized Wilson in Ad-
dress Made in Baltimore.

Speaker Champ Clark today issued an
emphatic denial of the truth of news-
paper accounts of his speech in Balti-
more last night, which represented the
Speaker as a candidate for the Presi-
dency in 1916, and which placed him in
the alleged attitude of criticizing the
calling of the extra session of Congress
in favor of an extra session as anyone.
Speaker Clark was evidently deeply
hurt by the accounts of his speech be-
fore the Baltimore business men, and he
asserted that they were "wild and
distorted tissues of twisted and false
statements."
The Speaker said his remarks had
been garbled so that they conveyed a
false impression, and he declared that
he uttered nothing which might be
construed into a belief that he figured
on being President in 1916.
"I did not say that the calling of the
extra session last year was idiotic. I
did say that the action of the Senate
in making the extra session so long,
running into the regular session, was
idiotic. I rapped the Senate gently be-
cause of its delay. I was as strongly in
favor of an extra session as anyone."
"I praised President Wilson's handling
of the Mexican situation, and I also
praised Mr. Taft for keeping us out of
war with Mexico."
Speaker Clark said he did not have
time today to review his thirty-minute
speech made last night, but that the
newspaper accounts of his utterances in
Baltimore had been so twisted that they
conveyed an impression he did not in-
tend to convey, and put him in a false
light.

Charles A. Baker Held
Under Loan Shark Law

Charles A. Baker, fifty years old, a
broker, with offices in the Metzerott
building, was arrested today by Cen-
tral Office Detectives Pratt and For-
tune on a charge of violating the
"loan shark" law.
The arrest was made on complaint
of William W. White, of 740 Ninth
street northwest, who says he went
to Baker last October to negotiate a
loan of \$100. It is alleged that Baker
charged White \$7.50 for indorsing his
note, and that he had taken \$100 from
White in interest was per cent. Baker
deposited \$200 collateral for his ap-
pearance in court.

IN CONGRESS TODAY.

SENATE
Met at noon.
Favorable report on arbitration treaties
by Foreign Relations Committee.
Senator Swanson introduces bill for De-
partment of Justice building.
Interior Commerce Committee meets.
HOUSE
Met at noon.
Burnett immigration bill called up and
debate begun.
Subcommittee of District Committee
held on various bills.
Judiciary and Interstate Commerce
Committees continued hearings on
trust bills.
Congressman Stafford introduced bill
providing for registration of all lobby-
ists before Congress.
Speaker Clark issued denial of news-
paper accounts of his Baltimore
speech last night.

PLASTERERS FAVOR
BUCHANAN MEASURE

Tell House Subcommittee Buy-
er of Home Loses By Lack
of Inspection.

Supporting a bill to standardize plas-
tering in the District, representatives of
local plasterers' associations appeared
before the O'Leary subcommittee of
the House District Committee today
and made the charge that under the
existing system the purchaser of a
home loses out because there is no
inspection of plastering work.
"Many of the houses here are built
to be sold on the installment plan," said
Franklin Harvey, a plasterer. "Every-
thing about these houses is inspected
except the plastering. In consequence,
before the house is paid for the plas-
terer frequently falls down." Thomas
E. Riordan and Charles Smith, the lat-
ter a walking delegate, gave similar
support to the Buchanan bill for the
standardization and inspection of plas-
tering work.
At its hearing today the O'Leary sub-
committee also heard Congressman
Buchanan in support of his bill provid-
ing for more drastic building regula-
tions to protect life and property and
to prevent inferior scaffolding and work.
The committee gave brief considera-
tion to the bill to regulate child
labor in the District. The bill is prac-
tically that approved by the American
Bar Association.
"Childhood should not be made an as-
set," said Mr. Barnhart, "but should
be considered as an heritage of the Lord,
a harbinger of a golden age. The child
should not be called upon to support the
parent, but the parent should support
the child." Discussing child actors,
Mr. Barnhart said that "it seems to me
the American public is not dependent
for amusement upon children under
fourteen years of age."
Dr. A. J. McKelway and Dr. H. J.
Harris also appeared in behalf of the
Barnhart bill.
The committee gave brief considera-
tion to the La Follette bill providing
an eight-hour day for working women
in the District.

Officer Who Arrested
Miss Downer Accused

Formal charges against Policeman
Besler Castle, of the Second precinct,
alleging that he arrested and sent to
the station house without justification
Miss Frances Downer, of Vermont ave-
nue and N street, were made today by
Edwin E. Hesse, chief clerk of the Po-
lice Department, and filed with Major
Sylvester. Castle will be cited to ap-
pear before the police court at an
early date.
The charges of disorderly conduct and
having an unlicensed dog, which Castle
preferred against Miss Downer, were
dismissed in Police Court yesterday.

Seeks Clear Bill
In Sullivan Case

"Place charges against Deputy Chief Andrew J. Sullivan, of the
District Fire Department, that he may make fair answer, or withdraw
the informal verbal request to the chief to seek retirement."

These alternative requests by Charles W. Darr, as next friend of
Sullivan, were formally placed before the Board of District Com-
missioners by Mr. Darr today.
The requests follow the public hearing granted to friends of the
deputy chief more than a week ago, that they might give an expression
of confidence and a request for reconsideration of the suggestion that
he apply for retirement. At that time Commissioner Newman put
it up to Mr. Darr to request what further procedure he desired.

ASKS OPEN INVESTIGATION OF CASE.

Mr. Darr asks further that an open
investigation of Chief Sullivan's case,
or that of any other member of the fire
department, be made if it is deemed that
there was culpability in the handling of
Sullivan, and would be recorded by Deputy Chief
Sullivan and the public as a dishonor-
able discharge from the service and
therefore should not be requested by
you.
If there be, however, any question in
the minds of your honorable board re-
sulting from the private inquiry of any
member of your honorable board or oth-
erwise, as to the alleged conduct of
Deputy Chief Sullivan, or for that mat-
ter as to the conduct of any other
member of the fire department, at the
recent fire on Seventh street, near D
street northwest, on the morning of
December 23, 1913, that might possibly
result in the request for the resignation
or even discharge of Deputy Chief Sul-
livan, or of any other member of the
fire department, then I most respect-
fully submit that in all fairness to
Deputy Chief Sullivan, who has served
the people of the District of Columbia
so long, so faithfully, and so well, in
this fire department, you might
be involved, in fairness to the people
of the District of Columbia, and in fair-
ness to yourselves, a full, fair and pos-
sible investigation or trial with formal
charges, if you will, should be instituted
and had by and before your honorable
board, in order that the whole truth may
be known and full justice done to all
parties concerned.

Ready To Obey Orders.
In conclusion, I am directed particu-
larly by Deputy Chief Sullivan to say
on his behalf that, after consideration
of this letter by your honorable board
and under all the circumstances of the
case, you still require him to make ap-
plication to the verbal request that
he make application for retirement,
that he is ready to comply with that
request, coming as it does from his su-
perior officers, to whose authority he
has bowed in humble submission during
his entire term of thirty-five years in
the service of the people of the District
of Columbia.
Assuring you, my dear Mr. Commis-
sioners, of my highest esteem and re-
spect, I have the honor to be, your
very truly and sincerely,
CHARLES W. DARR.
For and on behalf of Deputy Fire
Chief Andrew J. Sullivan.

Retirement Would Be Cruel.
Accordingly, under the present circum-
stances of the case I most respectfully

WASHINGTONIAN IS
SAVED FROM WRECK

James O'Connell Sends Wireless
to Wife That He Is Safe on
the Nantucket.

James O'Connell, member of the Com-
mission on Industrial Relations, and the
only Washingtonian aboard the ill-
fated Old Dominion steamer Monroe
when she sank off Cobb Island this
morning, is safe aboard the steamer
Nantucket. A wireless message from
Mr. O'Connell was received today by
his wife at their home here, 2136 First
street northwest. It said: "I'm safe and
well. Am returning home."
The message was sent from the Nan-
tucket. Mrs. O'Connell and her son and
daughter were greatly relieved when
they received the wireless, although it
merely verified assurances given by
The Times. The Times gave Mrs. O'Con-
nell the first news of the collision early
in the morning.
Mr. O'Connell has been well known in
official and business Washington for
many years as president of the Inter-
national Association of Machinists. He
came to Washington when the organ-
ization headquarters were moved here,
nearly twenty years ago. With his
family, Mrs. James O'Connell, James
O'Connell, Jr., and a daughter, Miss
Mary O'Connell, he made his home at
2136 First street northwest.
Mr. O'Connell was born in Minersville,
Pa., August 22, 1858, and received his
education and early training there. He
became a machinist, and, once among
the organized workers, made his way
rapidly to prominence. For many years
he was grand president of the organiza-
tion, and in this capacity, a member of
the executive council of the A. F. of L.
In January, 1912, he was elected vice
president of the American Federation of
Labor, and resigned from the machin-
ists' presidency to devote his time to
this office. Last summer he was one of
the first men selected by the President
for the new Industrial Commission.

Railroad Shops Begin
Work on Large Order

ALTOONA, Pa., Jan. 30.—Hard times
in most of the Pennsylvania railroad
shops here ended today when work be-
gan on 1,000 new box cars, fifty passen-
ger coaches and thirty-four big loco-
motives. This will keep the shops busy
for nearly a year, and other orders for
New York are to come shortly.

Discuss Real Estate Bill.
The true consideration bill that has
passed the House, and which provides
that the true consideration paid be
shown in real estate transactions, was
the topic of discussion at the luncheon
of the Washington Real Estate Brokers'
Association, in the Shoreham Hotel to-
day. The real estate men had an ex-
cutive session.

GOVERNMENT PROBE OF
DISASTER HAS BEGUN;
MONROE'S CREW IS HELD

Wireless Operator Thought to Have Perished at His
Post—Steamer Monroe Sank Within Twenty
Minutes After Crash With Nantucket in Dense
Fog.

The Missing

Here is the early list sent by wireless of the passengers
unaccounted for and probably drowned:

MRS. W. L. BOLTON, Newark, N. J.	MR. MARLOW, Macaria Opera Com-
W. C. CROSSON, Milwaukee, Wis.	pany.
LIEUT. L. B. CURDTS, United	J. OKAKAMATO, Japan.
States Army.	C. W. POOLE and Wife, Gray, Va.
F. C. DAVIS, Brooklyn, N. Y.	J. F. RAY and Wife, New York.
ED GORMAN, Philadelphia.	MISS SEVILLE, Macaria Opera Com-
MRS. D. GIBSON, New York.	pany.
J. A. HASKELL, Cortlandt, N. Y.	W. SNYDER, New York.
MISS HAVILAND, Macaria Opera Com-	MR. VERNON, Macaria Opera Com-
pany.	pany.
W. H. INGRAM, Sumter, S. C.	G. WILLIAMSON, New York.
MR. JELLEFF, Macaria Opera Com-	J. GILBERT.
pany.	M. BOLEN (woman).
MR. LEWIS, Macaria Opera Com-	C. ROPER (woman).
pany.	I. WILSON (woman).
E. P. LYONS, New York.	CHARLES ROLLINS, Lawrenceville,
	Va.

NOFFOLK, Va., Jan. 30.—Trapped in their berths
and drowned, even before the Old Dominion liner Monroe
was sent to the Atlantic's bottom after being rammed by
the steamer Nantucket, forty-four men and women per-
ished early today.

The Nantucket, now nearing port, in tow of tugs, is
disabled. It will be impossible until she docks to deter-
mine whether the loss of life will exceed forty-four. Some
estimates place the death toll at fifty-four.

Every member of the crews of both vessels will be
held by Government authorities for an investigation to be
begun tomorrow by George Uhler, superintendent gen-
eral of the United States steamboat inspection board.

SANK WITHIN TWENTY MINUTES.

Creeping ahead at half speed through the fog so dense
that navigation was possible only by "dead reckoning,"
the Monroe was rammed on her forward quarter so fiercely
that her plates were torn away and her vitals exposed.
The water poured into the hold in such volume that she
careened and sank within twenty minutes after the crash.

So far the meager facts available indicate that the
record of the collision is:

Passengers lost	24
Crew lost, between	20 and 30
Passengers saved	28
Crew saved	54

OPERATOR IS MISSING.

Not since the wireless sparked the news of the wreck
of the Volturino in mid-ocean last October has the world
been thrilled by a message from the sea.

When the wireless man on the Monroe snapped out
his "S. O. S." call shortly before 2 o'clock this morning
to be followed immediately by the same signal from the
Nantucket, operators all along the Atlantic seaboard realized
that another story of ocean tragedy had been enacted
out in the fog banks.

The operator on the Monroe, is still unaccounted for
and it is believed that he remained at his post unmindful
of danger until it was too late to be saved.
The tragedy has eclipsed in its horrors any that the